

THURSDAY, MARCH 18, 1897.

VICTORIA FIRST.

The total tonnage of sailing and steam vessels which arrived at Canadian ports during the year ending June 3, 1896, was 5,896,380 tons. Of this tonnage 1,653,858 tons arrived at British Columbia ports. A statement of the ports showing an excess of 100,000 tons is as follows:

Port	1896	1895
1 Victoria, B.C.	1,386	929,689
2 Montreal	376	785,151
3 Quebec	356	629,426
4 Halifax, N.S.	370	635,345
5 St. John, N.B.	1,686	557,851
6 Vancouver, B.C.	364	337,181
7 Nanaimo, B.C.	363	285,270
8 Yarmouth, N.S.	517	154,529
9 St. Andrew's, N.B.	1,263	141,518
10 Comox, B.C.	81	121,288
11 North Sydney, N.S.	435	113,306

It will be observed that Victoria holds the first place. It surpassed Montreal by 134,518 tons, and fell short only 143,527 of being equal to St. John, N.B., and Halifax, N.S., combined. This is a proud position for our city to occupy. For years the office on the Atlantic seaboard have made their foreign commerce their greatest boast, but Victoria has now for two years been able to claim supremacy as being the leading port of entry in the Dominion, so far as registered tonnage is concerned. Comparing the five leading ports for the years 1895 and 1896 we find the following:-

Port	1896	1895
Victoria	848,878	929,689
Montreal	721,115	785,151
Quebec	579,652	629,426
Halifax	627,572	635,345
St. John	557,851	557,851

From this it appears all the leading ports except Halifax showed an increase in 1896 over 1895 but that Victoria showed the greatest. Thus:

Port	1896	1895
Victoria	75,791 increase	
Montreal	74,046	
Quebec	49,774	
St. John	45,045	
Halifax	22,227 decrease	

These figures are not only interesting but they are full of promise for the future. It is needless to repeat that the commerce of the Pacific Coast is as yet only in its infancy, but the fact ought to be kept in mind when the "fact" is reflected upon the proud position which our city occupies. The smallest of the provinces in point of population, the youngest in the point of colonization, British Columbia not only can boast that her capital city leads the whole Dominion in the tonnage of ships entering at her customs house, but that four of her ports find a place among the eleven leading ports of Canada. This simple fact is the crystallization of the greatest feature in the future of the Dominion—namely, the commerce of the Pacific and all the possibilities in the way of wealth and maritime greatness which it involves.

CANADIAN COAL TRADE.

A very earnest demand is going up from the press of the State of Washington to have a duty placed upon coal imported into the United States. It may be that the arguments used on that behalf will prevail with Congress, but it is worth while pointing out that so far as our trade in coal goes with the United States, that country has very much the best of it. The following are the figures for the year ending June 30, 1896:

Canada imported from	Tons	Value
the U.S.	1,655,114	\$3,529,490
Canada exports to the U.S.	894,101	2,004,704
Bal. against Canada	761,013	\$1,524,786
Canada imported from the U.S.	1,570,014	\$5,656,572

Bal. of trade in favor of the U.S. (Coal and both kinds) \$6,372,367

One would suppose that if either country has more to gain than the other from facilitating the trade in coal between them that country is the United States. Presumably the trade is good for both parties to it or it would not be carried on; but it may be a question whether, in the event of Canadian coal being met by a duty, it would not be good policy for parliament to impose a like duty on imported bituminous coal.

There is some difficulty in dealing with the matter, for we suppose no one would suggest the imposition of a duty on American coal simply because the United States congress may see fit to put a duty on Canadian coal. Nearly all the bituminous coal imported goes into Ontario, only a little over one hundred thousand tons being imported into the other provinces, out of which amount 3,322 tons were imported into British Columbia. Ontario is a long way from any of the Canadian coal fields, and the question that arises is whether a duty on coal would simply be a tax on the Ontario consumer. If that is what it would be there will probably be very great difficulty in getting parliament to put on the impost. Of the coal exported by tons went to the United States, 680,799 tons went from British Columbia. Therefore any duty which the United States may impose will bear more heavily upon this province than upon any other, and any duty which Canada may impose will bear more heavily upon Ontario than any other province.

As the anthracite coal produced in Canada amounts to comparatively little, and as there is no source, other than the United States from which the Eastern provinces can get anthracite, it is hardly worth while to talk about imposing a

duty on that kind of coal; but if it could not be too heavy a burden for the Ontario consumer to be asked to bear, we should like to see any duty levied in the United States on bituminous coal met by a corresponding duty in Canada.

The Vernon News replies very forcibly to those critics of the British Columbia government in the East who have exhausted themselves in denouncing the policy pursued towards the British Columbia Southern railway. Our contemporary very justly says: "It is now five years since the B.C. Southern charter was granted. At that time the members of the government and opposition alike agreed that if such a road could be built the concessions asked for in the way of land grants would be a small price to pay for having the eastern part of the Province opened up in this way. At that time Col. Baker was not a member of the government, and although he has since become one of the ministers there is absolutely nothing in his action or that of any of his colleagues in this respect that will not stand the most searching investigation."

Mr. S. D. SCHULZ writes to the Colonist to correct an impression that he thinks would be created by a paragraph in Sunday's Colonist. He said the defence in the trout case before Captain Walbrunn did not claim that fish in the stream on private land are the property of the man who owned the land. We had not intended to convey the idea that this point was taken in the trial of the case, but simply that such a position had been taken. As a matter of fact the article was written as the result of a discussion of the rights of riparian owners and quite without regard to the case in question.

A REPORT comes from Athens to the effect that Great Britain is preparing to land a large force in Crete. There is probably no truth in this, but yet it is doubtless true that no other power is in a position to undertake alone the control and pacification of the island. The only difficulty about letting John Bull in is that it may not be so easy to get him out.

ONE or two of the second rate Ontario papers keep up a clamor against federal aid to railways in British Columbia on the ground that Ontario is the "Milk Cow" for the Dominion. This sort of talk is pointless when applied to a province that pays vastly more into the revenue than she receives in return.

We know now what caused the snow storm. The Comox News of last Tuesday printed an editorial about the breed of spring, the songs of birds, the odor of opening buds and things like that. When any one begins to print things about our glorious climate that article bucks worse than any canue.

REFERRING to the Colonist's suggestion that the name of Canada should be added to the Queen's title in commemoration of the Jubilee year, the Mail and Empire says Sir John Macdonald wanted this done at the time of Confederation, but was overruled by those who thought the United States would not like it. This should cut no figure.

First it was \$10,000,000, then it was \$20,000,000, and now it is \$30,000,000 that the Toronto papers profess to believe British Columbia wants the Dominion to spend on its railways. Why not put the figure high enough at once? Better make it a good round billion and have done with it.

SEATTLE complains that San Francisco is getting the Yukon trade. It belongs to neither of them, but to the British Columbia cities, and it will come here when a custom house officer is sent up to watch the ground.

"SHALZ Greek be taught?" is the heading of an article in the Spokesman-Review. Without reading the article and in the light of to-day's dispatches, we feel like answering, "By the powers, no."

The Mail and Empire has at last taken up the Crow's Nest Pass question, and put it down again without contributing so much as a suggestion towards its solution.

The Toronto Telegram wants the Governor-General to disallow the B. C. Southern Railway Act. We do not believe there is the slightest danger of such a thing.

ANYONE who supposes that Sir Herbert Tupper meant seriously to charge the Canadian ministry with incendiarism is hard-up for a grievance.

CALGARY is talking about a smelter. Its strong hold is the excellence of good looking coal within a comparatively short distance.

The Ontario Court of Appeals has decided that street cars have a legal right to run on Sunday. "The world do move."

A CRISIS has been reached in the Eastern situation. The blockade of Greece has been ordered, and accompanying the news comes the statement that the remainder of the Greek reserve is to be called out. The blockade of Greece is

THE CANADIAN PRESS.

IMPORTANT IF TRUE.

It is now reported that a number of the capital best who compose the British South African Company contemplate removing the sphere of their operations to the Yukon, and have already opened negotiations with the government to that end. Should these capitalists seriously interest themselves in this region, it means the expenditure of an enormous amount of capital in the construction not only of the usual concentrators, smelters, and other works appertaining to mining, but also in building railways and making roads to open up the country.

THE RESULTS ARE WIDESPREAD. Both from Edmonton and Calgary the reports show that the ranching and farming interests in Alberta are beginning to feel the genial effects of the wave of prosperity which is passing over the country. Both farmers and ranchers are certain that this is only the beginning of things. It is impossible to over-estimate the value of the market within the next two or three years. Revelstoke Herald.

GOVERNMENT OWNERSHIP OF RAILWAYS. Our experiment in building the Intercolonial railway decides nothing as to the value of that method. That road was built for political reasons—to bind the provinces together—and because it was certain that it could not, for a long time, be commercially profitable.—Monetary Times.

BY WAY OF VARIETY.

"You bet there are no flies on me," said the woman. "I said her husband with a sudden show of sand. 'Those intelligent insects manifest a preference for sweets.' " "Do you?" "What a tiny woman that Mrs. Vandye is!" "Isn't she?" "Oh, no, she isn't. He writes her for a paper weight."—Cleveland Plain Dealer.

THE ROUTE TO THE YUKON.

TO THE EDITOR:—Mr. Packard's letter should not go by without pointing out a few errors in his conclusions. It is true Jimmie Macdonald took in the first pack train last year by the old Indian trails, a most roundabout way, but it is no means follows that Mr. Packard should go the same way, in fact it ought not.

A wagon road could be easily built and even during the winter with sleighs. The route is not compared with a light railway the difference is so slight that as a business enterprise it is the best. On the map it is the Yukon route, but the best, but no one knows better than Mr. Packard the difficulties, none of which are met on the Stikine route. Another point which should not be lost sight of, is which route is going to maintain the Coast of British Columbia the most, as it is not only interest sure to throw more trade into Yukon or Alaskan towns than we can help.

Before Mr. Packard and Begg, or any one else spend any of their or other people's money, would it not be better to ask the opinion of the Dominion government experts' opinion as to which is the best in every way, the feasible, the quickest and the most profitable. The route that means least, the route that will benefit British Columbia the most.

Personally, from actual knowledge, I favor Mr. Begg's route. I think no route should be accepted by the government till it is an assured fact which is the best. Yours faithfully, KAMLOOPS, MARCH 10.

MR. COTTON'S MORTGAGE TAX.

TO THE EDITOR:—Mr. Cotton has adopted a vague and round-about way in formulating his proposition. In the first place he gives a "whereas" in favor of the mortgage tax, and then, in the second place, he gives a "whereas" in favor of securing a cheaper method of transfer of land by means of the Torrens system and indefeasible titles to land. Finally he winds up by asking the Government to abolish the mortgage tax, which he confuses with the assessment of land, and which is a matter of fact are very distinct. The mortgage tax is supposed to be paid by the money lender—and the land tax by the land owner. Whether by the practice of the money lending fraternity the borrower is charged with the payment of this mortgage tax, I do not know, but if such is the case it is doubly burdensome on him as he pays a high rate of interest for the money and is also taxed on the whole value of his land. Now Mr. Cotton asks to have all these reforms for the farmer only, as if society were exclusively composed of farmers while it is well known that the questions involved affect all members of the community dealing in landed property. As to the system of securing titles to land and adopting the Torrens system, nothing has been shown that the one or the other is faulty or that purchasers do not acquire a good title. The non-issue of what are called certificates of indefeasible title speaks highly in favor of the present system. Landowners are well satisfied with their present titles and no necessity exists for them to incur the expense of obtaining an "indefeasible" title. The present system is so simple that for 50 cents any person may examine the records and satisfy himself as to the encumbrances of any title. That change is not so exorbitant as to deter capital from being loaned to the landowner.

If the system of mixing up these questions Mr. Cotton has tried his best to do, the extent of such a plan as is recommended for which the owner is already

paying interest as well as the amount of the mortgage tax to the money lender, he would have brought the matter within the possibilities of practical legislation, for the means given relief to the farmer for whom he appears to be so solicitous. It requires an elastic imagination to see the connection between agricultural interests and the Torrens system, and before adopting the latter I would say to Mr. Cotton:

"The better to bear the ills we have Than fly to others we know not of."

SHALL WOMEN HAVE THE VOTE?

TO THE EDITOR:—Few questions have made a more rapid advance in public opinion than the claims of women to be entitled to vote in the election of members of parliament. Thirty years ago Mr. John Stuart Mill startled the House of Commons by moving as a resolution to the Reform bill of 1867 "to leave out men and substitute women." People could scarcely believe that the proposal was made in earnest, and came to be argued on the basis of opinion rather than the claims of women to oppose it. Now the question is no longer whether women should have the vote, but whether they should have equal political rights with men. The principle that the franchise should be given to all who are capable of exercising it is a principle that has been accepted by the House of Commons a second time with a majority of 71.

When once the women's suffrage question had survived the ordeal of ridicule and came to be argued on the basis of natural rights, men found it very difficult to find a sufficient reason why women should not have a voice in the government of their country. Women have to obey the laws of their country or take the consequences. Women are not exempt from the payment of taxes. That by a decree of nature women were made to be governed by men was a proposal somewhat difficult for an intelligent man in the presence of an intelligent woman. If he were gifted with any sense of humor he could scarcely fail to join in the laughter such an assertion would be likely to provoke. It was also difficult to give a logical reason why a woman of education and wealth should be debarré from a political privilege granted without demerit to her coachman or gardener.

Much has already been done towards a full recognition of the representative rights of women. In this province their municipal rights, so far as regards voting, are fully acknowledged. There is no town where they have not a share in the administration of public affairs. It is not easy to see why it should be safe for them to share in a municipal election and dangerous to let them vote for members of the legislature on account of sex, but that full franchise shall be granted to the women of a province on the same terms as to the men, will be presented to the legislative assembly of this province in the near future. It is not a question of sex, but of the rights of citizenship which shall not be abridged on account of sex, but that full franchise shall be granted to the women of a province on the same terms as to the men, will be presented to the legislative assembly of this province in the near future. It is not a question of sex, but of the rights of citizenship which shall not be abridged on account of sex, but that full franchise shall be granted to the women of a province on the same terms as to the men, will be presented to the legislative assembly of this province in the near future.

A CLOSED SEA.

TO THE EDITOR:—Your timely remarks in yesterday's Colonist, which referred to the rumor of our Puget Sound neighbors of a fleet of schooners to be engaged in fishing halibut, in Hecate strait, are worthy of attention. The rumor may be somewhat exaggerated as to the number of schooners to be fitted out, but judging by the past and the action of the United States government in the case of a custom house on Mary Island, of attempting to make Clarence strait a closed sea and the free use their fishermen have been making of Hecate strait for halibut fishing, it becomes necessary, as you have said, that prompt action be taken in this line, as claimed by the government of British Columbia, through Clarence strait be correct, the United States government has no right to make that strait a closed sea. There are many who believe that our neighbors have no right to any portion of Clarence strait except to the north of the Strait of Juan de Fuca, and according to the United States people and fishermen have been making of Hecate strait for halibut fishing, it becomes necessary, as you have said, that prompt action be taken in this line, as claimed by the government of British Columbia, through Clarence strait be correct, the United States government has no right to make that strait a closed sea. There are many who believe that our neighbors have no right to any portion of Clarence strait except to the north of the Strait of Juan de Fuca, and according to the United States people and fishermen have been making of Hecate strait for halibut fishing, it becomes necessary, as you have said, that prompt action be taken in this line, as claimed by the government of British Columbia, through Clarence strait be correct, the United States government has no right to make that strait a closed sea. 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